INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY Poland

SUBJECT WSK Factories in Warsaw (Transportation Equipment) (location, site layout, labor force, items produced, security)

REPORT

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report containing information on two WSK (Transportation Equipment Factory) establishments, one in the Wola district of Warsaw and one in the Czerniakow district. The report gives pinpoint locations and site layouts of the plants as well as information on the history, labor force, operations, items produced, and security measures.

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ARMY review completed.

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TRANSPORTATION EQUIPMENT FACTORIES IN WARSAW, POLAND (C)

Introduction

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Listed below are the names with geographic and UTM coordinates of locations mentioned throughout this report. Coordinates for well-known locations are not shown.

Location	Geographic Coordinates	UTM Coordinates
ANDRYCHOW	N49-51, E19-21	CA-8124
LABEDY (LABAND)	N50-20, E18-37	CA-3079
POREBA	N50-29, E19-21	CA-8394
PRUSZKOW	N52-10, E20-50	DC-8880
SADEK	N51-12, E20-53	DB-915725
SZYDLOWIEC	N51-13, E20-52	DB-9075

1. Transportation Equipment Factory in the Wola District of WARSAW

a. Location

The Transportation Equipment Factory (Wytwornia Sprzetu Komunikacyjnego-WSK) was located in the Wola district of WARSAW. See Annex A for location of the factory and Annex B for the site layout of the factory.

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There was a cemetery east of the plant.

b. History

The WSK factory was built after WW II. it began operations in 1952, and from 1952 through 1958 produced engines for army tanks and for industry.

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The plant was referred to as "WKS Wola"; sometimes it was just called "Wola." the official designation of the factory was "WSK Nr 1," this factory was the only tank-engine producing factory in Poland. 50X1-HUM

c. Organization

Operationally, the Transportation Equipment Factory came directly under the Central Administration for the Construction Machine Industry (Centralny Zarzad Przemyslu Maszyn Budowlanych-CZPMB), which came under the Ministry of Heavy Industry (Ministerstwo Przemyslu Ciezkiego). The Special Industries Construction Projects Bureau (Biuro Projektow Budownictwa Przemyslu Specjalnego) was responsible for construction and for major repairs of the plant. 50X1-HUM

OSIECKI (fnu) was chief of the foundry (Kierownik Odlewni) at the plant. 50X1-HUM

d. Operations and Production

(1) This factory produced 12-cylinder engines for T-34 tanks from 1952 to 1956; from 1957 through 1958, it produced 12-cylinder engines for T-54 tanks. From 1952 to 1958 it was also producing 6-cylinder engines for industry. The 6-cylinder engines were used as diesel generator units (do napedzania pradnicy dla wytwarzania pradu elektrycznego) in agriculture and forestry, and they were used by fishing trawlers (dla kutrow rybackich). the foundry produced some civilian goods, such as aluminum pots and pans and iron shoe repair leg stands; some type of civilian products were manufactured in the factory in 1958. 50X1-HUM

(2) When the factory began operations in 1952, the planned production capacity was 3000 tank engines per year. the plant produced 300 tank engines and 200 engines for industry per year. the factory in 1958 was capable of fulfilling its original planned capacity because of an expanded labor force and general development of factory operations. the plant was producing only about 1000 engines per year, including tank engines and engines for industry, and in addition to some civilian products. 50X1-HUM

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(4) the capacity of the iron and aluminum foundries was to be increased through the installation of an electrically-operated ground conveyor-cart system in place of the manually-operated cart system; it was very probable that some other improvements were planned. therefore making the factory capable of producing more than 3000 tank engines per year. actual production was to be increased. 50X1-HUM

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(5) The iron foundry had an actual production of 3000 tons of finished products (1 ton equals 1000 kg) in 1954; this figure was also the capacity for production in 1954. the figure remained about the same going into the year 1956. Assuming that the expansion described above took place, the factory in 1959 would have an actual production of about 7000 tons of finished products and a capacity for production of about 9000 tons of finished products. 50X1-HUM 50X1-HUM

(6) there were 4 smelting furnaces in the iron foundry; 3 furnaces had an inner diameter of approximately 900 mm and one had an inner diameter of 300 mm. The 300-mm furnace was used for making piston rings (pierscienie tlokow), these piston rings were used for the diesel engines at Wola as well as for some other engines at some unknown location. 50X1-HUM 50X1-HUM

(7) the planned capacity for the aluminum foundry in 1952 was 2000 tons; this foundry was to begin using metal molds in place of sand molds; this procedure would have increased the capacity for production. 50X1-HUM

(8) the aluminum foundry had about 8 gas-operated crucible furnaces (piece tyglowe gazowe) of about 100 kg capacity each; 2 Soviet-manufactured electric refractory furnaces (piece oporowe) of about 1-ton capacity each; for bronze, 1 Soviet-manufactured horizontal, single-phase electric arc furnace (piec lukowy, jedno fazowy, poziomy), type "DM" (meaning unknown), of about one-half ton capacity. 50X1-HUM

(9) Types of sand used at the foundry were clay (gliny), quartz sand (piasek kwarcowy), and sand treated with flax oil which was mixed with a little dextrose (piasek olej lniany oraz troche dekstryny).

(10) one of the reasons for the expansion of the Wola plant was to make casts for other factories. the iron foundry at the Wola plant, beginning in 1959, was to prepare casts for the URSUS Mechanical Works (Zaklady Mechaniczne URSUS) in WARSAW, which produced tractors. The casts were to be engine blocks (korpusy dla silnikow) for tractor engines; Wola was to produce 1500 tons of finished products per year for the URSUS plant. 50X1-HUM

the iron foundry at the Wola plant was to produce 2000 or 3000 tons of finished products per year for a factory in ANDRYCHOW which manufactured high compression engines (silniki wysokoprezne) for agriculture and for forestry. 50X1-HUM

(11) The iron foundry used about 40 percent pig iron and about 60 percent scrap iron in its products. the pig iron came from Silesia. 50X1-HUM

Aluminum used in the foundry came from an aluminum refinery in WROCLAW, name and location unknown.

(12) Costs of raw materials were unknown.

(13) Most machines used in the factory were of Soviet manufacture; some machinery was of Polish make; and a very small number of machines were of German and Czech manufacture. The Czech machines were used for small parts. Machinery appeared to be new; the factory started operations with new machinery. 50X1-HUM

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(14) Source of electric power was unknown. the factory had its own water wells.

(15) the quality of engines was good. however too much aluminum was used in engine manufacture; up to 1956 about 90 percent of the engines was of aluminum; beginning in 1956 more iron was used in engine manufacture; for example, cylinder blocks (bloky cylindrowe), formerly made from aluminum, were made from iron.

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(16) all tank engines completely assembled were shipped to LABEDY. engines were shipped by train

e. Labor

(1) Number

in 1958 there were about 2000 workers at this factory. Since initial operations, the working strength had gradually increased, and continue to increase to unknown numbers because of the proposed expansion mentioned earlier in this report. One reason for an increased labor force was to provide jobs for the people of WARSAW. the work force capacity of the factory was about 3000. Workers came from the WARSAW area. About 20 percent of the labor force were women.

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(2) Work Shifts

sure, that there were two work shifts. one shift operated from 0600 to 1400 hours and another from 1400 to 2200 hours, Monday through Friday. On Saturdays the shifts operated from 0600 to 1200 hours, and from 1200 to 1800 hours; there was no work on Sunday. The first shift was believed to have had more workers than the second shift.

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f. Security

(1) Barrier

The plant was enclosed by a 2½- to 3-meter-high wire fence, with the exception of one 50-meter sector on the east side, where there was a brick wall.

(2) Guards

the factory was secured by industrial guards (straz przemyslowa): one guard at the main gate (Nr 2 and Nr 22 on Annex B), two guards at point Nr 5 (Annex B), and one guard at the inner gate (Nr 22).

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(3) Other Measures

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The procedure for admittance to the production area was as follows (see Annex B): A visitor came to the Pass Bureau (Nr 1); the Pass Bureau telephoned the section to which he desired to go; that section questioned or confirmed authority to visit; if the visitor received his pass, he proceeded to the Directorate (Nr 4), where his pass was endorsed; he then proceeded through gate (Nr 5) to the section.

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The engine assembly shop, point Nr 7 in Annex B, was a difficult place to visit 50X1-HUM

2. Transporation Equipment Factory in the Czerniakow District of WARSAW

a. Location

This Transportation Equipment Factory was located in the Sielce or Czerniakow district of WARSAW. 50X1-HUM it appears that the factory was in the Sielce district of the city, but the area where the plant was located was called Czerniakow even though after WW II people began to call it Sielce as well. See Annex A for location of the factory; see Annex C for its site layout. 50X1-HUM Directly to the east of the factory lay open fields to the Wisla (Vistula) River, except for the section Siekierki, which is still part of WARSAW.

b. History

This factory was built about 1949; at that time it was a factory for school supplies (fabrika przyborow szkolnych). In 1951, the Factory for School Supplies moved out, and operations were begun to convert the establishment to the production of fuel injection pumps (pompy wtryskowe dla silnikow wysokopreznych) for high-compression engines; building Nr 3 (Annex C) was built to accommodate heavy machinery. Production of the fuel injection pumps was begun in 1952. In 1958, the plant was still producing the same item, and 50X1-HUM continue the same production because of the specialized nature of this industry.

This factory was referred to as "WSK Czerniakow"; sometimes it was simply called "Czerniakowska." Its official designation was "WSK," followed by a number 50X1-HUM

c. Organization

Operationally, this factory came under the same control as the WSK plant at Wola (see paragraph 1 c). 50X1-HUM

d. Operations and Production

(1) This plant produced fuel injection pumps for 12-cylinder and for 6-cylinder diesel engines, which were manufactured at the WSK plant in Wola (paragraph 1). there were two types of fuel injection pumps, types unknown, 50X1-HUM which could have been used for gasoline engines as well.

(2) 50X1-HUM

(3) the plant received steel bars from Silesia and cast iron from the WSK plant at Wola (paragraph 1). Costs of raw materials were unknown.

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(4)

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(5) Approximately 80 to 90 percent of the machinery was of Polish manufacture; the remainder was of Soviet and Czechoslovak manufacture. the following Polish manufactured lathes (tokarki): TR-45 and TR-50; TR-90, manufactured at Fabryka Poreba in POREBA; and TUS, manufactured in PRUSZKOW. Polish-manufactured machine drills (wiertarki), type "Wrs." made at the "ZISPO" plant in POZNAN.

(6) Source of electric power was unknown water was supplied from the city water system.

(7) the fuel injection pumps were of good quality. 50X1-HUM

e. Labor

(1) Number

the working force capacity of the factory in 1952 50X1-HUM was planned to be 400 workers. in the period 1952 to 1953, there were about 150 workers. The working strength, in 1959 or planned for the future, was unknown about 30 percent of the 50X1-HUM workers were women. Workers came from the WARSAW area.

(2) Work Shifts

there were two 8-hour shifts, Monday through Friday, and two 6-hour shifts on Saturday. There was no work on Sunday. 50X1-HUM the first shift had more workers than the second shift.

f. Security

(1) Barrier

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The plant was enclosed by a 2-meter-high iron-bar fence.

(2) the only guards who secured the plant were located at its entrance; these guards were industrial guards (straz przemyslowa). They were believed to be unarmed.

(3) Other Measures

The procedure for admittance to the plant was as follows (see Annex C): A visitor came to the Pass Bureau (Nr 1); this bureau telephoned the Directorate in the production building (Nr 2), and the Directorate issued authority for the visit; the visitor then proceeded into the plant. 50X1-HUM

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Annex A

PINPOINT LOCATIONS OF TRANSPORTATION EQUIPMENT FACTORIES IN THE WOLA AND CZERNIAKOW DISTRICTS OF POLAND

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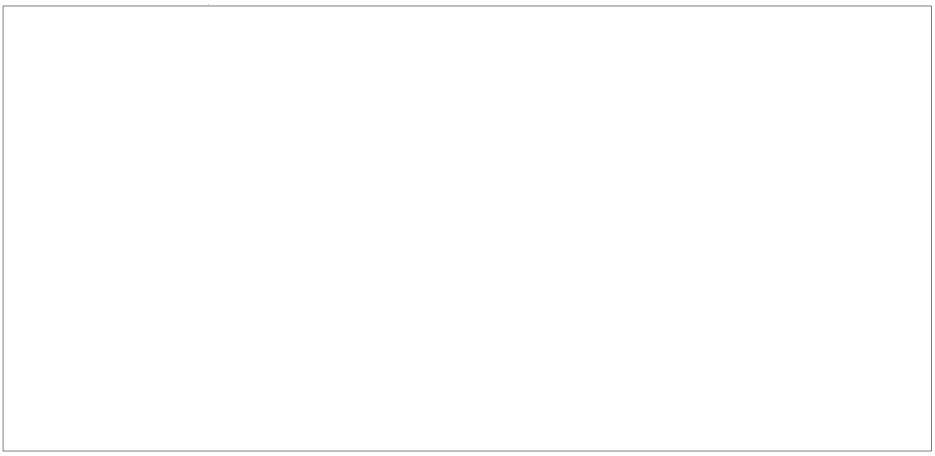
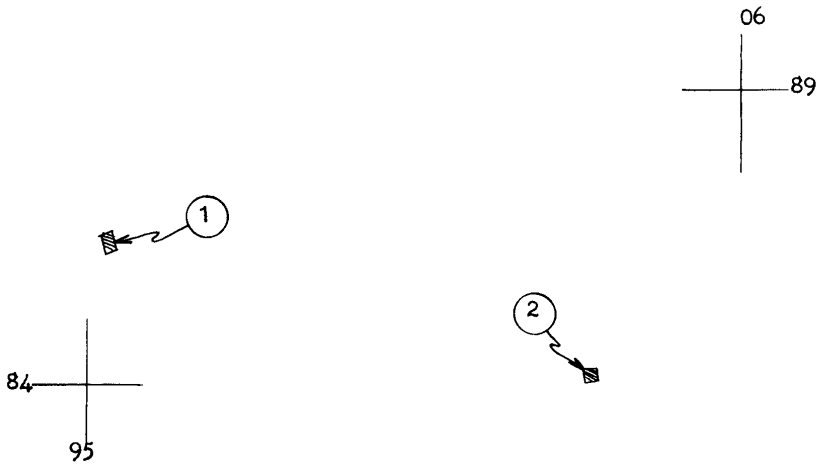


Legend:

1. Transportation Equipment Factory at Wola
2. Transporation Equipment Factory at Czerniakow



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Annex B

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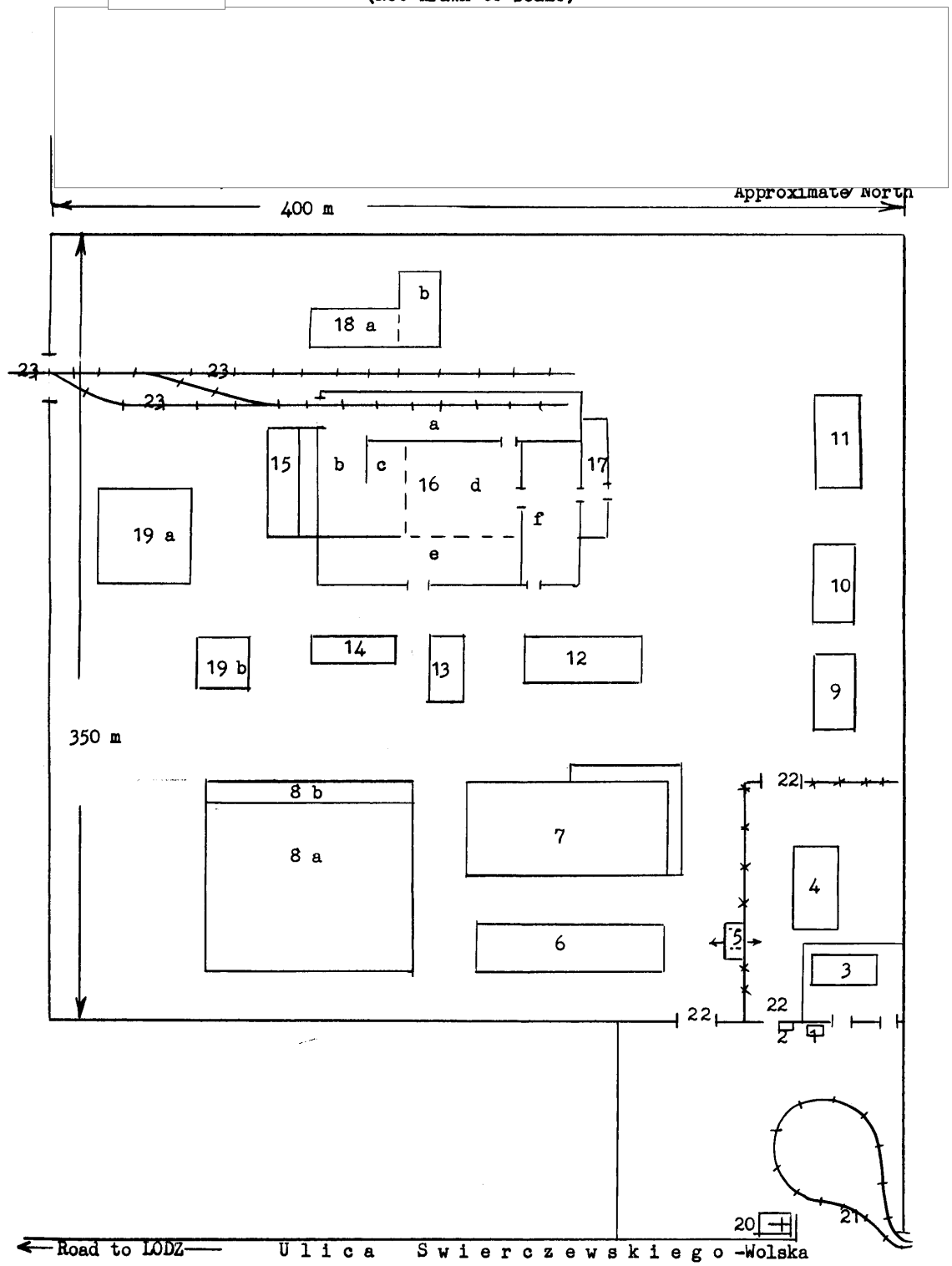
SKETCH OF THE TRANSPORTATION EQUIPMENT FACTORY IN THE WOLA DISTRICT OF WARSAW, POLAND
(Not drawn to scale)



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Legend to Annex B

Note: Buildings were a minimum of 20 m apart; exact distances were not known. The prefabricated concrete was believed to be reinforced. Prefabricated concrete blocks, used as supports, were about 6 to 8 m in height (length) and had a cross section about 60 cm square.

1. Bureau which issued passes and entry permits for the plant. Building was of wood and measured 4 x 2 m.

2. Guardpost; structure was frame with a roof and measured 2 x 1 m. The guard controlled this main entrance for personnel and vehicles by checking workers' passes and by operating the chain barrier across the driveway.

3. Factory-operated store which sold various items, including food, clothes, and radios; any individual could purchase from this store. It operated Monday through Saturday. The building was brick and plaster, 15 x 7 x 5 m, 1 floor, white.

4. Directorate. The building was brick and plaster, 30 x 14 x 8 m, 2 floors, white.

5. Entrance to production area; guards checked passes at this point also. The building was wood and plaster, 10 x 3 x 3½ m, 1 floor.

6. Machine tool shop. Brick and concrete construction, 50 x 18 x 6 m.

7. Engine assembly shop and warehouse for finished products (engines). [redacted] 50X1-HUM
[redacted] the engines were completely assembled. The building was brick and concrete, with most of the framework of prefabricated concrete blocks; it was red and gray, measured 70 x 36 x 10 m, and had a ramp on the eastern end. 50X1-HUM

8a. Mechanical section where machine parts for engines were made. The building was brick and concrete, 50 x 50 x 8 m, 1 floor, red and gray.

8b. Administrative offices and locker rooms; 50 x 9 x 8 m, 2 floors.

9. Warehouse, brick, 15 x 8 x 5 m, 1 floor.

10. Main offices for the mechanical and electrical sections. Brick and plaster, 20 x 8 x 8 m, 2 floors, white.

11. Finance section, brick, 25 x 8 x 8 m, 2 floors, red.

12. Electric transformer station; brick, 30 x 10 x 7 m, red.

13. Warehouse for storage of metals; constructed from large concrete bricks; 15 x 6 x 5 m; 1 floor; gray.

14. Warehouse for aluminum; constructed from large concrete bricks; 20 x 6 x 5 m; 1 floor; gray.

15. Warehouse for pig iron and scrap iron; constructed from prefabricated concrete blocks and bricks; 20 x 6 x 5 m; red and gray. A roof connected building Nr 15 with building Nr 16.

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Legend to Annex B (Continued)

16. Foundry; framework was prefabricated concrete blocks; other construction was brick; 85 x 85 x 15 m; 1 floor; red and gray.

16a. Sand storage area; quartz sand, clay or loam (piasek kwarcowy i glinka).

16b. Smelting and cleaning section for cast iron (wytopialnia i oczyszczalnia dla zeliwa). This area had 3 smelting furnaces (zeliwiaky) with inner diameter of 900 to 1000 mm.

16c. Moulding of cast iron products (formiernia zeliwa).

16d. Moulding of aluminum castings (formiernia odlewow aluminum).

16e. Smelting of aluminum and chilled casting of aluminum alloys (topialnia aluminum i kokilownia stopow aluminowych).

16f. Cleaning of aluminum castings (oczyszczalnia odlewow aluminowych).

17. Metallurgy Office (Biuro Metalurgii), Foundry Office (Biuro Odlewnii), Chemical Laboratory, and locker rooms. This building was joined to the foundry; it was brick and plaster; 50 x 10 x 8 m; 2 floors.

18. Main Mechanical Repair Shop (Warsztat Glownego Mechanika). The building was brick but had a frame of prefabricated concrete; red and gray; 1 floor. Section "a" was about 15 x 9 x 5 m; section "b" was about 12 x 9 x 7 m.

19a. Heating plant; construction began in 1954; the plant was believed to be completed and in use. The building was brick with a prefabricated concrete frame; red and gray; 20 x 15 x 12 m.

19b. Heating plant, constructed after WW II, and to be used until heating plant Nr 19a was completed; brick and prefabricated concrete; red and gray; 10 x 10 x 8 m.

20. Old chapel, which was not in use, and which was supposedly Catholic. The building was brick and plaster; gray; 12 x 8 m, with a chapel tower of about 15 m.

21. Trolley turn-around point; single track;

22. Driveway for vehicles.

23. Single-track railroad. This line connected with the ring line railroad between the Gdansk Station and the West Station (Dworzec Zachodni) in WARSAW.

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Annex C

SKETCH OF THE TRANSPORTATION EQUIPMENT IN THE CZERNIAKOW DISTRICT OF WARSAW, POLAND
(Not drawn to scale)

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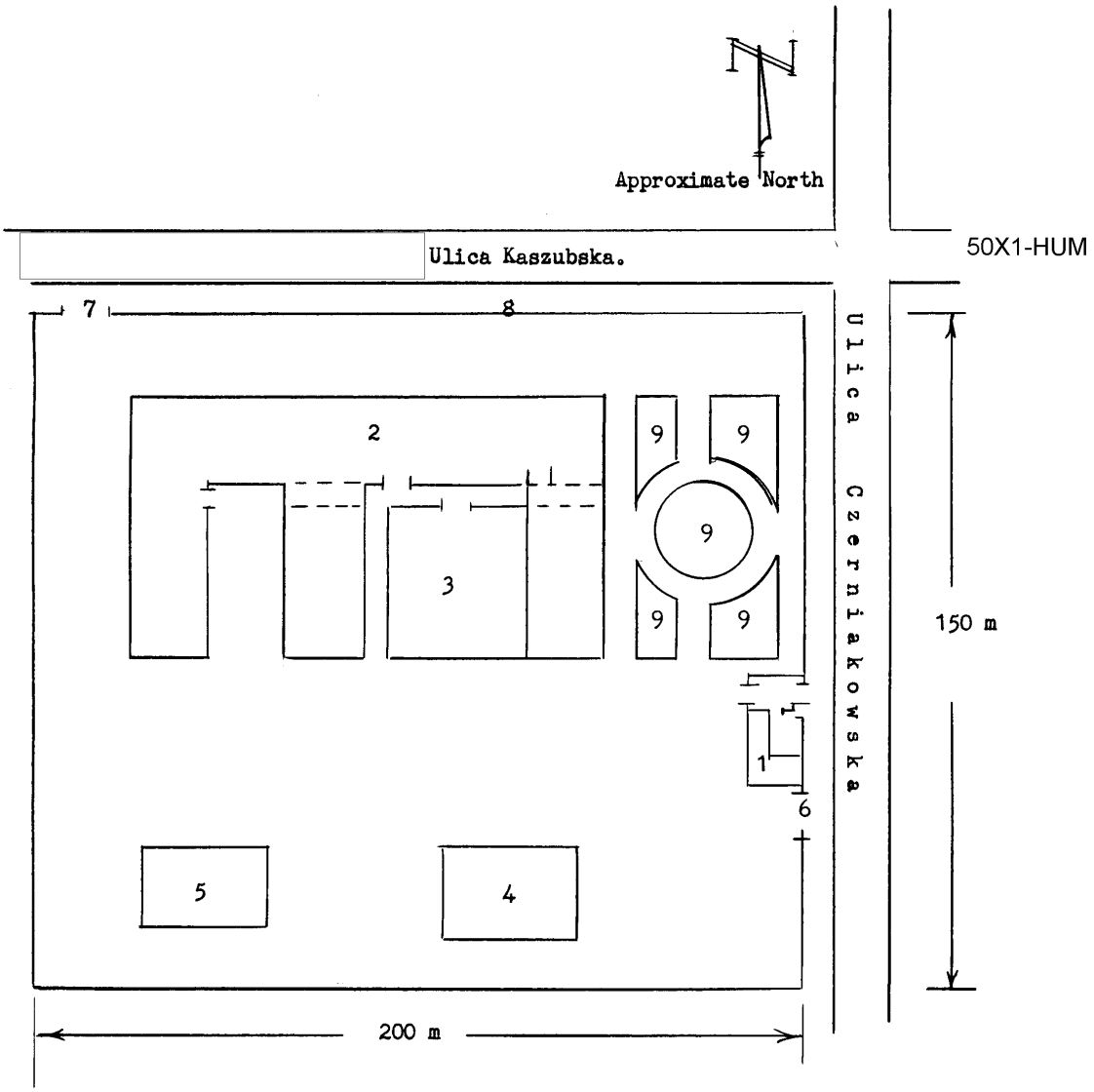

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Legend to Annex C

Note: Distances between buildings were unknown.

1. Pass Bureau and Waiting Room (Biuro Przepustek i Portiernja); brick and plaster, white, 15 x 6 x 4 m, 1 floor. The main entrance to plant was through this building; 1 guard checked workers' passes.

2. Production building and warehouse for products to be shipped out. The building was E-shaped; dotted lines represent vehicle passageways; brick and plaster; white; flat roof; 55 x 30 x 16 m; 4 floors.

3. Production building which housed the heaviest machinery; brick; 20 x 15 x 6 m; 1 floor; gable roof.

4. Warehouse for unfinished materials; gray concrete brick; 15 x 8 x 5 m; 1 floor.

5. Air raid shelter; protruded about 1 m above ground, and went about 3 m underground; thick concrete construction covered with earth, size similar to building Nr 4.

6. Driveway for vehicles; secured by 1 guard.

7. Driveway for vehicles; not in use.

8. Barrier, iron bar fence, about 2 m high.

9. Water fountain and grass gardens.

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